

HAWAII COUNTY IS IN NO DEAL FOR AUTO TRUCKS

Chairman Kauhane Has Made
Suggestions for Standardized
Trucks But There It Ends

"One and for all, without men-
tal reservation and without any
attempt to hide anything, I de-
clare that no deal has been made
by the county for the purchase
of auto trucks, automobiles or
any other kind of vehicles of
that type," Samuel Kauhane,
chairman Hawaii board of su-
pervisors.

(Special Star-Bulletin Correspondence.)

HILLO, Oct. 6.—In the few words
above printed did Chairman Kauhane
dispose of all the talk and rumor of
deals having been made whereby the
county of Hawaii had obligated itself
to extend a large sum of money on
auto trucks and passenger automo-
biles. The statement is a clean-cut
one and, coming from a man whose
word is his bond, should end the
stories to the effect of automobile
deals having been made with certain
concerns.

Mr. Kauhane said that last Au-
gust he had suggested to the board
of supervisors that more auto trucks
for the road work were needed in the
Hamakua and other districts.

Evidently this talk of the chairman
became general news and at once the
agents for different makes of trucks
got busy.

Chairman Kauhane was and is still
very much in favor of standardizing
all the trucks and cars of the coun-
ty. He considers that if this were
done, great saving could be made in
time and money. As it now is, he
declares that when some part of a car
breaks down it generally means a
wait of six to eight weeks until dupli-
cate parts are obtained. Work is sus-
pended or else is carried on in such
a manner that there is great loss of
money in the way of wages and time.

To standardize the trucks and cars
of the county is the chairman's
scheme and he, having found by
actual practice, that one make of
truck and passenger car has proved a
great success, naturally personally
favors that type of machine. When
the concern that builds that particu-
lar brand of car expresses its deter-
mination to instantly, if given the
order for cars in the future, to keep
from \$20,000 to \$25,000 worth of dupli-
cate parts and accessories for these
wagons always ready for use in Hilo,
it would seem that long delays could
be saved, said the chairman. Instead
of long waits of weeks for duplicate
parts, the necessary duplicates could
be supplied at once and sent to the
farthest points from Hilo in the
course of a few hours.

"That is what appeals to me," said
Mr. Kauhane, "and I think that it is
in the interests of the county, of
which I am executive officer, when I
say that instead of having several
makes of cars and trucks we should
have one type—the best we can hear
of—and stick to that."

"One truck that has been in use
for 10 years almost is still on the job.
Only minor repairs have been made
to it. If all our trucks were of that
kind we would be doing all right. I
want to do the best thing possible
for the county and, in my opinion,
the standardizing of all cars would
be a splendid thing. The next thing
is to get the best make of car and,
as far as I can learn from people who
have a thorough knowledge of that
kind of thing and who know what
work the car can do under all kinds
of weather, the best, in my opinion is
this paper. Editor."

To sum up: Chairman Kauhane de-
clares that no cars have been pur-
chased and that neither he nor the
board of supervisors have concluded
any deal of the sort.

Artist—No I want you to give me
your candid opinion of my latest pic-
ture, old chap. Friend—My dear boy,

AN APPEAL

With apologies to K. C. B. of the
Hearst papers.

My Dear FISH:

I WONDER if you

WOULD BE willing

TO DO SOMETHING for

ME, OUT BY Fort Shafter

RIGHT AT the foot

OF THE hill

EESIDE THE new Rice Patch

THERE IS a ditch

AND it reaches

ALL THE way

ACROSS THE road

AND I

HAVE TO go

OVER IT

EVERY DAY in my

FORD.

AND THE other day

THERE WAS nobody

IN THE back seat

AND I couldn't see

AND I lost the glasses

AND HAD to buy some more

AND MY wife said she

COULD HAVE bought a new dress

WITH THE money.

AND TODAY

MY WIFE was with me

AND SHE LOST

HAIR PIN.

AND SHE said

IT WAS awful

AND SO I know

IT IS

AND I thought perhaps

YOU WOULD ask Joe Fern

IF HE wouldn't ask

ERNEST MOTT-SMITH

AND THE others

IF HE couldn't

ASK SOMEBODY to put something

IN THE HOLE

TO FILL it up

OR SOMETHING

SO I WON'T lose my

GLASSES. BECAUSE I need

THE MONEY

TO BUY fish, and Joe didn't

BRING THE price down

WHERE I can reach it

IF I HAVE to buy

NEW GLASSES.

AND MY wife

NEEDS A NEW dress

AND HER hair doesn't

LOOK NICE

WITHOUT PINS

AND SO I wonder

IF YOU

WILL DO THIS

FOR ME.

IF YOU PLEASE.

FISH.

TRACTORS TAKE PLACE OF HORSES ON PLANTATIONS

Since 1912 the census of caterpillar
tractors and motor trucks for use on
the plantations to replace animal
power has risen from three machines
to well over a hundred. Nearly all of
the large plantations throughout the
islands are equipped with one or two
of the gasoline propelled machines.
Almost every crop in Hawaii is now
harvested with tractors.

Plowing, furrowing, cultivating,
hauling cane cars, clearing ground
and moving boulders are a few of the
many uses to which a plantation cater-
pillar is put. The gasoline machine
saves time and money, for what for-
merly required five four-mule teams
and ten men, can be done with one
tractor and two men.

At the Wailuku plantation, two cat-
erpillars are doing excellent work,
a seventy-five horsepower machine
working thirty acres a day. The plan-
tation also uses a forty-five horse-
power tractor for hauling and shunt-
ing cane cars.

It is estimated that there are now
in use among the plantations through-
out the islands 136 tractors of various
types. During the past eighteen
months there have been imported
from the states eighty new caterpil-
lars. All the plantations are sending
back orders for more of the machin-
ery, and it will not be before long
that the final death knell of the horse
and mule is sounded on the planta-
tions.

It's absolutely worthless. Artist—Yes,
I know that, but I'm dying to hear it,
all the same.—London Today.

MOTOR TRUCKS DO SERVICE IN RELEASING LAND

That motor trucks by replacing
horses by the thousands are perform-
ing yeoman service in the United
States in helping to solve the problem
of food supply is pointed out by J.
Elmer Pratt, president of the Higrade
Motors company, of Grand Rapids and
Buffalo, manufacturers of the three-
quarter ton Higrade truck.

Every truck that goes into service,
according to Mr. Pratt, whether on the
battle front abroad or in this country,
is doing its share in releasing land
for feeding the people of this nation
and its allies, both soldiers, sailors
and civilians. In explaining this point,
Mr. Pratt states that each truck re-
places from two to five horses, and
the acreage formerly required to
maintain the horses with feed can now
be used to feed humans.

"According to authentic figures,
there are about 20,000,000 horses in
this country and it costs \$5,000,000 a
year to feed them," says Mr. Pratt.
"It is obvious, therefore, that by dou-
bling and tripling their production the
manufacturers of motor trucks are
performing a highly patriotic service
by releasing valuable ground which is
needed for human use."

"There is another factor in the
growing demand for motor trucks aside
from their greater efficiency than
horses. This factor, which is gaining
more and more serious attention each
month from horse users, is the increas-
ed cost of horse feed. The unprece-
dented drain upon the grain supply
has boosted prices of horse feed far
above the figures of two or three
years ago.

"The motor truck has established
and proved itself as one of the great-
est agencies of transportation yet dis-
covered. It is relieving the over-
strained railroads in a way that was
not dreamed of several years ago.
Motor truck transportation is lifting
a great burden from the railroads in
short haul work, and the railroads are
grateful for the aid being rendered by
trucks in freight service within a 100-
mile radius.

"In the kinning of the war motor
trucks built in the United States may
not play as spectacular a part as some
other forces but they will be demon-
strated to have been one of the most
important factors of all, and their
value will be viewed with increasing
esteem in retrospect."

AUTO PERSONALS

Goo Lusi, manager of the Tire Shop,
has been temporarily incapacitated by
an appendicitis attack.

"Bob" Buckholtz has joined Frank
Coombs' establishment in the capacity
of an expert mechanic. He has been
with the firm since the beginning of
the week.

Hardly had Harry Murray joined
the sales force of the Schuman Car-
riage Co. that he was called away
again to enter the service of the gov-
ernment. Previous to joining the au-
tomobile firm he was head of the city
and county water and sewerage de-
partments.

Stanley Gawne of the tire depart-
ment of the Schuman Carriage Co.
received a broken foot and ankle last
Sunday when he was caught by a car
that was passing his machine just
as he stepped out of it. Although
he was able to be in the office this
last week, he was unable to be on
his feet at all, and will probably be
incapacitated for several weeks.

1160 MILES IN 46 HOURS IS RECORD MADE

Car Travels From Milwaukee to
New York, Shifting Gears
Just Four Times

Driving from Milwaukee, Wis. to
New York City, a distance of 1160
miles, in 46 hours running time and
shifting gears only four times, is the
recent performance of a stock Kissel
Hundred Point Six passenger Sedan-
let.

It was driven by both Ray Cour-
tenay, one of the Kissel factory men,
and Superintendent Jaccard of the C.
T. Silver Auto Company of New York
City, who was making the trip in the
interests of his company. Immediately
on completion of the trip, which was
suggested by Mr. Silver, this well
known metropolitan concern, one of
the largest retail automobile distribu-
tors in the world, closed a heavy con-
tract with the Kissel factory for the
exclusive distribution of Kissel All-
Year Cars and trucks in greater New
York and adjacent territory.

The party left Milwaukee at 8: a.
m., Sunday, September 30th, arriving
at South Bend, Ind., at 8:00 p. m.,
Sunday night, after stopping one hour
for lunch at Chicago.

The trip was resumed at 7:00 a. m.,
Monday with one hour for lunch at
Toledo, arriving at Cleveland at 9:00
p. m., Monday. Leaving Cleveland at
8:30 a. m., Tuesday, no stop was
made, excepting one hour for lunch
at Pittsburg and one hour for dinner
at Bedford, Pa., arriving in New York
City at 8:20 a. m., Wednesday, after
traveling all night.

"In making this run," says G. A.
Kissel, President of the Kissel Motor
Car Company, "speed was not so much
the object as consistent performance.
Most every kind and condition of
roads were contended with. Between
Pittsburg and Philadelphia the car
struck the steep grades of the Alle-
gheny mountains. Up to this point
the gears had not been shifted since
leaving Milwaukee. At the bottom of
the first mountain grade was a sign
stating that the grade was 4 miles
long and to "start pulling" at a cer-
tain point, where the first shift to the
second was necessary.

"No tire or engine trouble of any
kind was experienced. The hood was
lifted only once during the entire trip,
and that was for oil."

MOTOR MECHANICIANS HELP HARVEST CROPS

The food administration has issued
the following:

A motor truck company in Charlotte,
Mich., learned that farmers in that lo-
cality were short of harvest help. A
local business organization has en-
deavored to meet the situation by per-
suading clerks and factory workers to
subscribe a day's work to the farmers,
85 days being subscribed in a few
hours. But the situation had to be
dealt with in a bigger way. So the mo-
tor truck plant was closed down one
day and every employee worked in the
harvest fields. Farmers cooperated
by telling how many men each of them
needed, and the workers were taken to
the farms in 50 automobiles. When
they were brought back at night the
women of Charlotte served them a
dinner. The men received \$2.50 per
day each and contributed the money to
the Red Cross. Motor trucks were
used in hauling crops from the field.
Time lost in the factory was made up
by working two half holidays on Sat-
urday.

Veedol

Lubrication

saves' \$50

to \$115 each year--



THE average car owner spends \$268 per year on depreciation, gasoline and re-
pairs. Between \$50 and \$115 of this expense is due to the use of ordinary oils
which do not resist heat, carbonize, and form a lot of black, solid matter that
not only adds to the friction, but prevents efficient lubrication. Because VEEDOL
is not affected by heat, its use means reduced friction and
less repairs and depreciation.



The cost accounting records of taxicab companies show
that VEEDOL should

SERVICEDITORIAL

BUY A LIBERTY BOND!

No matter what else you
have done, or are going to
do, you should put your
name down for a Liberty
Bond.

That's the way to raise the
money for ammunition to
raise h— with the Boches.
And you not GIVING your
money! Only LOANING it,
and your security is the
whole United States.

It's a straight business propo-
sition, just like VEEDOL.
In fact if you will use Veedol
in your automobile, you'll
save the price of a small Lib-
erty Bond in a year. The fig-
ures at your right prove it.

Reduce your gasoline costs by at least..	\$10
Reduce depreciation at least	20
AND reduce repairs at least	20
Which makes a saving of at least.....	\$50

Furthermore your lubrication expense will be reduced
considerably, because VEEDOL wears several times
longer than other oils.

For your engine's good digestion
feed it Veedol

VEEDOL is made in grades for every motor purpose.
Different engines require different grades. Ask our ex-
perts what grade of VEEDOL your engine should have.



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HEAD HUNTER ASKS EXEMPTION OR VOTE

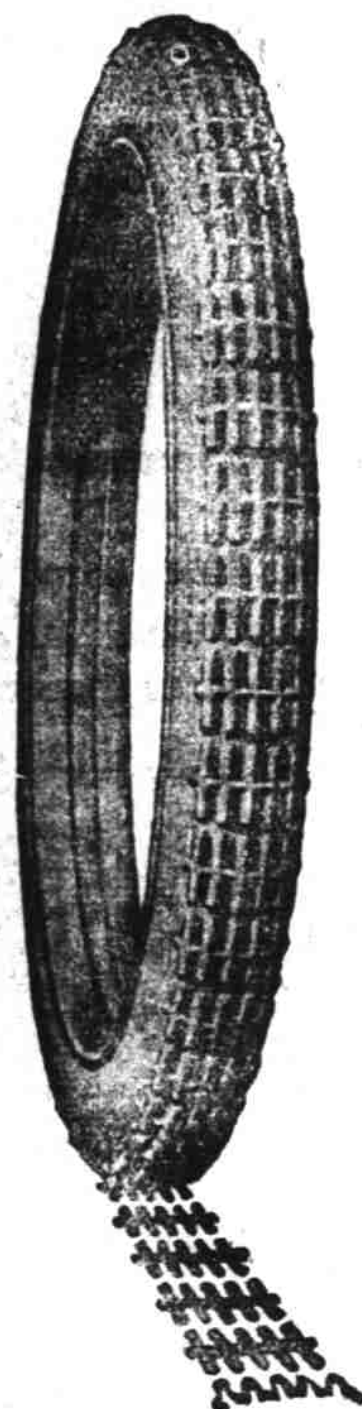
NEW YORK, N. Y.—James Robert
Amok, late of the island of Luzon,
Philippine Islands, an Igorrote head

hunter, believes he should not be
forced to fight for the United States
unless he is given the right to vote.
His claim for exemption on that
ground was before the district exemp-
tion board here recently. The solo

man now holds a job in a Coney Is-
land side show.

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ough reliability. Applications will
be considered in the order of their
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